



Carb Heat

October 2013

EAA 245 NEWSLETTER Vol 43 No. 9
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Next Meeting: Thursday Oct 17 at 7:30 PM
Bush Theatre
Canadian Aviation and Space Museum

Presentation:

Oshkosh review

*Bill Reed is coordinating;
send your pictures to Bill@ncf.ca*

followed by Elections

Editor's Comments



This month as usual, Cary Beazley presents the President's Message. Wayne Griese brings us a historical look at Carb Heat.

Alfio Ferrara continues his Gadget Corner, with an article on paying for fuel at unattended pumps in the USA

Dwayne Price recounts some of his adventures in flying.

Colin McGeachy tells us how he broke all records and built two aircraft in less than two weeks.

The Summer flying season is coming to an end and there is one last fly-in before the snow falls.

And check the For Sale section where there are great opportunities listed.

We need more stories and information to pass on to our readers. If you go to fly-ins, take notes, pictures and write a short article so others find out what they missed.

Yvon Mayo

President's Message by Cary Beazley



Fall

Some good fall weather and colours are upon us!

Last Meeting

September Meeting - Makerplane – John Nicol

I want to thank John for the Makerplane update.

I have to apologize profusely for the technical audio visual disaster. The Bush theater audio visual room had been torn apart and we couldn't connect a laptop to the overhead display. After many attempts, Dwayne Price and I hooked up a museum computer with a USB stick PowerPoint.

John took it all in stride and handled it like a pro giving us a power presentation with hand signal protocols evolving on the fly.

Unfortunately, I missed most of the presentation, but the project appears to be making good progress:

<http://makerplane.org>

John attended to give the presentation despite a conflict - Thank Again John and keep us informed of your progress.

WCD Airport Status

We are continuing to negotiate with WCD. We're seeing the same unacceptable lease we were presented years ago, without amendments that were supposed to have been made. More to follow.

Around the Patch

André Beauchamps tried the aircraft version of a tractor pull, we hooked him to a load cell to check his static thrust and the results were...

The load cell is part of the breakometer project. Load cell plus a 10-ton hydraulic ram turns composite into compost for material allowables testing. Maybe I'll call it the composter instead. It just likes breaking stuff :). I hope to give a mini-presentation at some point.

Jeff Whaley's Sportsman is coming along.

Hugh Thayer and André Beauchamps have been flying the Murphy Rebel or Zenith 701 depending on which suits their fancy.

Bill Reed has been traveling all over this summer; his latest trip was out West.

Shirley MacKey and Alfio Ferrera, not to be outdone, mentioned Bancroft and Lac-à-la-Tortue recently.

One of the benefits of the Airport lease discussions is that we have rediscovered a lot of EAA and airport history and spoken to a lot of former members we haven't seen

in a while with some new to us stories we'll try to pass along.

SportAir Workshops

There has been recent discussions of holding more workshops - if anyone is interested, let one of the executive know.

Canadian Aviation and Space Museum Parking \$3

The CASM is going to continue to charge for parking.

The after hours parking rate (pay and display) is \$3. It may be time to car pool.

Dinner Before Meeting

As usual, a number of Chapter members get together for dinner prior to the meeting. **For October, the plan is to switch the pre-meeting dinner to Perkins, corner of Ogilvie and St Laurent at 5:30PM.** Everyone is welcome.

See you up there!

Cary

Meeting Schedule

17 October 2013	Oshkosh Review - Bill reed Coordinating; send pictures to Bill@ncf.ca followed by Annual Elections of Executive Positions
21 Nov 2013	Alaska Highway Air Tour - Various Speakers; - Bill reed Coordinating; send pictures to Bill@ncf.ca
December 2013	No December Meeting
16 Jan 2014	TBD

Elections Notice

by Lars Eif

According to the constitution of EAA Chapter 245, and all EAA chapters for that matter, the members are required to elect members of the Executive Committee each year. These elected volunteers contribute to the running of the Chapter for two years, and then it is someone else's turn to carry out the duties. At least, that's the way it is supposed to work. This year, 2013, the following positions are up for re-election at the October meeting:

- **Vice-president**
- **Treasurer**
- **Secretary** - *normally up for re-election in 2014, but the position is currently vacant*
- **Young Eagles Coordinator**
- **Newsletter Editor**
- **Membership Coordinator**
- **Technical Information Officer** - *normally up for re-election in 2014, but this position is also vacant*

The functions of these positions are not difficult nor particularly time-consuming. The current incumbents have been doing these jobs for several years and are imploring you, the general member, to give them a rest, if only for a couple of years. And besides, being an EAAer is fun! If you are willing to attend an extra meeting (the Exec meeting) each month for the next two years, please call or E-mail Lars Eif at 613-837-6680 or at eifl@rogers.com before the October meeting. I am waiting for your call or message!

Lars Eif

Your Alternate IS Your Destination

article and photos by Dwayne Price

I feel qualified to give advice in two areas: how to lose money with investments and how not to make your destination while flying. Being an aviation newsletter, I'll stick to the latter.

Eight years ago, while planning for a Bahamas trip I heard a fellow pilot say, "Hey, if we end up in Winnipeg, it's still a good trip." That comment single-handedly captures our experience and approach to flying.

Once while following Don Walker back from Oshkosh, I had the controller ask me if we were heading in the same direction. I replied, "Yes, he is just better at flying straight than I am."

Having spent most of our hours seeking blue skies, we now have almost 30 years' experience visiting alternates. Looking back over the

years, we wouldn't have it any other way.

If we always made our destination, we wouldn't know that...

- you can kayak across town in Keene, New Hampshire;
- the FBO in Plattsburg, New York provides some of the best service in the US;
- the courtesy car at the New Bedford, Massachusetts FBO turns left when you apply the brakes;
- you can tour the USS Slater Cannon-class destroyer in Albany, New York, and watch movies in the pilot's private theater at the FBO;

- the Quality Inn in Massena, New York is actually ok;
- Twilight Isle Resort on Manitoulin Island near Gore Bay is rustic but memorable;
- that walking is good for you, even after you find out how far a "country mile" is. I looked it up, it's "a very long way".
- Marathon, Ontario is quite scenic;
- any airport over the ocean is a good destination when the weather turns bad;
- Thunder Bay FBO is great for electrical problems;
- Elmira, New York has a very nice aviation museum;



- there is no English at all in La Tuque, Quebec;
- Bar Harbor, Maine is a great place to wait out weather;
- the airport buildings in Orillia, Ontario all have bright red roofs;
- anything that isn't a tree in the NWT is a potential runway;
- you can visit Forest Gump in Savannah, Georgia;
- Massena CAN BE your final destination.

Blue skies everybody. I can't wait to find out where we are not going next!

Dwayne



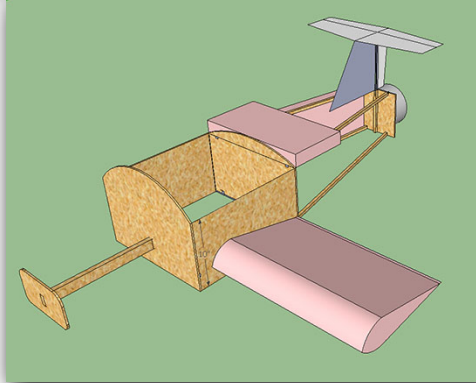
High Speed Homebuilding

by Colin McGeachy

Although I'm in awe of those Chapter members who spend decades toiling away in garages and basements I'm really not sure what's taking them so long. I managed to build not one, but two homebuilt aircraft in a little less than 2 weeks.

The Army Run is one of the biggest charity runs in Ottawa with some 22,000 runners taking part. This year nine charities were given the opportunity to run 'cheering stations' and the best one, as selected by a panel of judges, would win a grand prize of \$3,000. Our son's Air Cadet squadron (706) was one of the charities selected and I was told, by the fund raising committee, that the cadets would marshal the runners and that they'd need a couple of Snowbirds!

I searched eBay and Barnstormers but as there weren't any CT-114 Tutors for sale I decided that home building was my only option.



Despite being a long time member of the EAA this is something I've pretty much avoided doing since I started flying over 30 years ago. Given what I managed in two weeks I can only imagine what I might have been able to build if I'd started all those years ago!

As I was going to do this properly the first step was to invest in a CAD model. Google Sketchup is great for this and I decided that computational fluid dynamics and stress modeling could be done closer to first flight.

With the design completed I had the basic cockpit and rear fuselage structure constructed in an evening. Next problem was the foam and for that I needed cutting tools and expertise. There is really one place to go for that so everything was loaded in the car and off I went to Phil Johnson's. Phil dusted off his foam cutters, last used 50 years ago to cut the Cozy wing cores, and a couple of hours later we had 4 wing panels. A second session a few days later and we had foam on the rear fuselage and large blocks of foam

on the nose that I would then hand carve.

As with all composite aircraft I needed a second material and, after abandoning all the traditional, but much too time consuming methods, I selected paper Mache'. If you see this construction tip in the EAA's Sport Aviation magazine, remember, this is where you saw it first!

The cure time for the composite adhesive was somewhat frustrating and I may have to invest in an



autoclave, or maybe a hairdryer, for the production models. After the wallpaper paste had finally dried the wings and fuselage were given a light sanding and paint. As all real homebuilders will tell you, a title I feel eminently qualified to wear, it's the last 10% that takes 90% of the time.



I look forward to receiving my first flight plaques.

Colin McGeachy

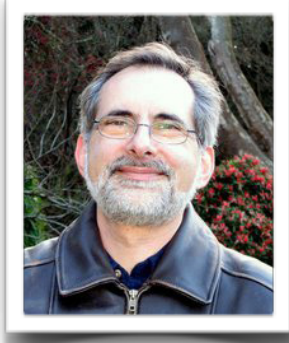
First flight was planned for shortly after dawn, as the winds would be calm. Knowing the danger associated with flight testing we insisted on a full flight suit and helmet. Everything went as briefed and the performance is as expected. Top speed is about 5 knots but they cruise comfortably at around 2 with the power pulled back. Initial altitude was a little over 3 feet but

it should be noted that speed and altitude are very dependent on the size of the cadet power unit installed.

As well a great building experience it was a blast seeing the runners come past and smiling at the Snowbirds. Some even stopped running to have their picture taken. To top it all we won first prize!



Gadget Corner by Alfio Ferrara



Fuel pumps in the USA

In this month's column I will discuss fuelling up your airplane in the United States. How could this possibly be any different than doing the same here in Canada?

Of course, I am focusing on the non-attended (automated) fuel pumps that are widely available. Most of these pumps will only require that you insert your credit card after you have confirmed grounding the aircraft. Possible additional information that may be requested is the airplane's call numbers/letters

Now here comes the interesting part; what do you do if it asks you for your ZIP code? The available field is only 5 characters, so you figure you may as well enter any number and you should be good to go. Nope. The credit card itself contains your ZIP or Postal Code information, and that information must match with what you enter at the pump. But you only have FIVE digits available!

Well, there is a trick to this; enter 00 and then the 3 digits in your postal code. As an example, let's say your postal code is K1S 2G3. You can then enter 00123, and you'll be good to go.



Yours truly, unsuccessfully trying 5 credit cards at an automated fuel pump in North Carolina on a Sunday.

00 + (Postal Code numeral digits)

This works for aircraft as well as car fuel pumps, so remember this when you go travelling in the States. The further south you go, the more likely this additional security measure is being utilized.

There are of course exceptions. We just came back from an 11 day trip to the US, and this system worked for us most of the time for car (rental) and aircraft fuel. There was one time where my VISA card (with modified Postal Code) did not work at the car fuel pump. I tried my MASTERCARD, and it worked. Then again, sometimes it is just a really good idea to carry cash.

We landed at one airport on a Sunday near Kill Devil Hills (Kitty Hawk), NC, and tried 5 different credit cards (yes, they were all ours!) with no success. The FBO office was closed, and would you

believe it, the cell phone coverage (Verizon) was zilch! Shirley managed to figure the cryptic code to the FBO door lock and then we had access to a landline phone. The next airport (only 5 minutes away) was reported to have fuel, but would the credit cards work? One phone call and I confirmed that the FBO was attended, and could pay cash if needed to. Whew! (another good reason not to be running on fumes).

In closing, remember the following:

1. 00 + (Postal Code numbers)
2. Multiple credit cards is a good thing
3. Bring cash

Next week I'll report back from our tour of the Sensenich Propeller Company in Lancaster, Pennsylvania.

Tailwinds!

Alfio

EXHAUST – from the Carb Heat Archives



**35 YEARS AGO
October 1978**

The Newsletter in 1978 (not yet named Carb Heat) contained lots of information on the hangar project. Ted Slack reported on the options for the Embrun strip with primary consideration being given to leasing with a first option was to buy if at some time in the future the owners wanted to sell. Irving Sloan and George Reid had been busy too. Irving was searching out other properties and George was investigating Wintario. Another member wondered about alternatives such as Smiths Falls. Several people thought it would be more practical to buy a suitable piece of property rather than to rent it. Ted said he would favour purchasing a property over leasing it. Leasing, he felt, is merely putting off an inevitable purchase date, and meanwhile prices just continue to escalate he said.

In a closing note to the October minutes, readers were told not to miss the November 1978 issue of Popular Science magazine as it had an article on the “VariEze”. Oshkosh 1978 warranted a comment by Jim Butler – “Imagine: a full week of an operation of such magnitude as the Oshkosh Fly-In (up to 10,000 airplanes and 100,000 people on one day), all organized, conducted, maintained and performed by volunteers. What a lesson in co-operation”.

**20 YEARS AGO,
October 1993**

By October 1993 EAA Chapter 245 had entered the computer era. Wally Bielinsky had donated a computer that newsletter editor Luc Martin was using to turn out that month’s newsletter. And, it was announced that Ted Slack was looking for volunteers to operate the computer for the Service Difficulty Board. That was a bulletin board operated by NRAC (National Recreational Aviation Council, Inc.) so that ultra-light and amateur-built aircraft owners who had a computer and modem could dial in to: find out what problems other owner/builders with the same type of aircraft or engine are having, or look for solutions to their problems, or post their problem on the bulletin board and ask for advice of other owners, or share their experience with others. This bulletin board was being operated by the Canadian AeroSport Technical Committee for NRAC and there was free Canada-Wide access.

Also in the newsletter thanks was given to Doug Irving for the door cladding material and to him and Stan Acres for recladding the Chapter hangar door.

1993’s newest member Jack Thorpe and his Fleet Canuck were welcomed to the club and advance notice was given about an upcoming discussion/show/tell by Phil Johnson on a Subaru engine conversion.

wayner@igs.net.

Wayne GRIESE

Fly-Out Possibilities

All Items Taken from the COPA Website

October 12, Westport, ON

(CRL2): Ontario Rideau Lakes Flying Club, COPA Flight 56 Fall Colour Fly-In. Lunch-Fly / Splash-In from 11:00 a.m. till 2:00 p.m. Octoberfest Sausage on a bun with pie & coffee. Transport Aerodrome / Waterfront / downtown, located at N44° 40.012' W76° 23.799', 123.2 for communication. For more information, please contact Bill at 613 273-5282.

February 22, Ottawa River,

ON: Mo's 25th Fly-In 2014. COPA Flight 169 will start at 10:00 a.m. Located on the QC side 1 Mile west of the Ottawa VOR. Co-ordinates 45°26'57" N, 75°55'48", runway 3500' x 100', 34-16. Ground frequency 122.75MHz and air 123.20MHz. Ski landing recommended. Weather permitting, a runway will be ploughed, landing is at your own risk. For more information, please contact Maurice Pru-Homme at 819-682-5273. Download poster [click here](#).

For Sale or Rent

Place your ads by phone with Yvon Mayo 613-830-1935 or e-mail to yvonmayo@rogers.com or eea245@gmail.com. The deadline is two weeks before the next meeting. The ads will run for three months. You may request a two-month extension. Please let me know if any of the articles have been sold.

FOR SALE

RV9/9A project for sale. Tail and wing kit complete with extras. Tail done with MDRA inspection and sign off. Wing kit - right wing to quickbuild stage, left wing still in clecos. All small parts sorted in labeled bins included. All logs, docs and plans included. Pics avail. \$6,000. email holbrog at gmail.com or phone Greg Holbrook at 613-487-2374.

FOR SALE

The Canuck Group at EAA 245 in Carp has **shares in the 1946 Fleet Canuck CF-DPZ** for sale. The aircraft has 1250 hrs TTSN engine and airframe since being built in 1946 and has always been hangared. Price, \$ 6,800 per 1/5th share. Own a Canadian classic. Please call Ken Potter at 613 259-3242 or email at: kjpotter@sympatico.ca

Wanted

I will be starting to do fabric covering soon on Supper Pelican and Fisher 101, finally....mostly elevator and aileron parts.

If anyone has surpluses/leftovers fabric (Dacron or Stits in the 1.7 oz, 1,8 oz to 2.1 oz area for ultralights) I could be interested in buying. These parts are long but not wide and can be made in two pieces (top & bottom). So these parts are ideal for leftovers.

Elevator parts are about 95 inches long by 14 & 19 inches wide. Ailerons are about 110 inches long by 12 inches wide.

Thank you,
Michel Tondreau
Tel: 819-685-2194

FOR SALE

Bilmar 2003 **Amphib floats** 1850 kevlar, fiberglass composite with rigging, electric hydraulic, hatches, rigging, dual water rudders, emergency back up pump.

Must sell, Contact Paul Sicard
Tel: 613-487-2614
Cell: 613-884-9575
lise.sicard@xplornet.com

FOR SALE

1986 Rutan LONG EZ FOR SALE: \$36,000
470 Hrs airframe. Engine: Lycoming 0-235 L2C 2430 hrs TT.(with original logs). 5.0 hrs since Top overhaul & other new parts: Impulse Mag , Vacuum pump, Starter & alternator. Avionics: Xpndr Collins TDR-950, Garmin 296 GPS, Kannad 406-AF ELT, ICOM A5 Radio, Flightcom 403mc Intercom. Hangared at CYRP. Extra prop (Silver Bullet). Andrew 613-836-3968, cell 613-295 7451 andrewr@magma.ca Currently in flying condition. Last annual Nov 2011. For specs see http://en.wikipedia.org/wiki/Rutan_Long-EZ

FOR SALE

Mc Caulley Prop
Klip-tip Met-1 prop
Lm 7249 ser 28108 Spacer 2141A C1210 with bolts; never overhauled, checked by BL aviation. Prop in very good shape \$1,500.00
contact Bernie 613-293-6527 also 1 set tires 800. 6 brand new valued \$470.00 plus tx. asking \$400.00 plus a set of 6.00 x 6 check in for price.

Hangar for Rent

On the North Field, Hangar T1, No. 1 is available for rent immediately. October 2013 to May 2013, Additional months negotiable.
\$300/month (includes winter snow removal right to the hangar door)
Contact Matt by text or call cell phone at 613-851-2300

Experimental Aircraft Association Chapter 245 Ottawa. We are a group of Amateur Aircraft Builders, Owners, and Enthusiasts with a hangar, lounge and workshop facility located@the Carp Airport, just west of Ottawa.

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EAA 245 Website:	http://eaa245.org/	and	http://www.245.eeachapter.org/



Experimental Aircraft Association Chapter 245

Membership Application

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Aircraft & Registration: _____

Aviation Affiliations:
EAA Number _____ EXP Date: ___ / ___ / ___
COPA: _____ RAA: _____ UPAC: _____
OTHER: _____

Make cheque payable to:
EAA Chapter 245 (Ottawa)
P.O. Box 24149
300 Eagleson Road
Kanata, Ontario,
Canada, K2M 2C3

Annual Dues: January 1st to December 31st.
(prorated after March 31st for new members / subscribers).

Newsletter Subscriber: ___ \$35.00
Newsletter only

Associate Member: ___ \$35.00*
Newsletter plus Chapter facilities

Full Member: ___ **\$70.00***
Newsletter, hangar, workshop, tiedowns. (Note: there is a one time \$200 initiation fee when you become a Full Member

*Note Associate and full members must also be members of EAA's parent body in Oshkosh WI, USA

**Credit Card payment available, Contact Membership Coordinator for details.